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ENVIRONMENTAL IMPACT STATEMENT

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RELOCATION OF THE 146th TACTICAL AIRLIFT WING OF THE CALIFORNIA AIR NATIONAL GUARD EXECUTIVE SUMMARY

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NOTICE

This report has been prepared for the Air Directorate, National Guard Bureau by PRC Engineering, Inc. for the purpose of analyzing the impact of construction and operation of a new Air National Guard Base at one of three possible locations: Naval Air Station Point Mugu, CA; Norton Air Force Base, CA; or, Air Force Plant #42, Palmdale, CA.

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**Air Force
Environmental Planning Division
(HQ USAF/CEVP)**

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Jack Bush, Gen-14
Mr. Jack Bush
Special Projects and Plans
703-697-2928
DSN 227-2928

RELOCATION OF THE
146TH TACTICAL AIRLIFT WING
OF
THE CALIFORNIA
AIR NATIONAL GUARD

EXECUTIVE SUMMARY

Prepared for:

AIR DIRECTORATE
NATIONAL GUARD BUREAU
WASHINGTON, D.C. 20310

Prepared by:

PRC ENGINEERING
972 TOWN AND COUNTRY ROAD
P.O. BOX 5367
ORANGE, CA 92667

DECEMBER 1984

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I.

SUMMARY

INTRODUCTION AND PROJECT NEED

The 146th Tactical Airlift Wing (TAW) of the California Air National Guard (ANG) is based at Van Nuys Airport, a general aviation facility located in the San Fernando Valley within the City of Los Angeles, California.

The 146th TAW is tasked to provide trained aircrew and support personnel for worldwide logistical airlift support and tactical airdrop services in accordance with mission requirements. In peacetime, it is commanded by the Governor of the State of California and serves in state emergencies, natural disasters and civil disturbances.

All National Guard units also perform a unique third role in service to the nation in that they are able to provide local communities with community service programs such as the Adept Program. In addition, the 146th TAW has two special units: the 146th Aerospace Evacuation Squadron, which has the primary function of moving casualties from forward areas to more permanent medical facilities, and the 562nd Air Force Band. The 146th TAW also supports the United States Forest Service in a fire suppression mission as directed by the Forest Fire Control Center in Boise, Idaho.

The 146th TAW is faced with several increasing and uncontrollable problems with respect to the continuation of operations at Van Nuys Airport. The land lease the 146th TAW has with the City of Los Angeles Department of Airports is scheduled to expire in 1985. This and other problems related to safety and security, as well as constraints upon resources and mission potential, have prompted the ANG to examine alternative solutions to the difficulties involved with 146th TAW operations at Van Nuys Airport. This report addresses the alternatives of retaining the 146th TAW at Van Nuys Airport or moving it to any one of three candidate

sites: Norton Air Force Base (AFB) in San Bernardino, California, Air Force (AF) Plant #42 at Palmdale, or and Naval Air Station (NAS) Point Mugu.

APPLICABLE LEGISLATION

The purpose of this investigation is to ensure that decisions regarding the proposed relocation of the 146th TAW are made in the best overall public interest with respect to environmental considerations. Environmental assessment of the project is mandated and guided by both Federal and State laws. Primary among these is the National Environmental Policy Act (NEPA) of 1969, which requires Federal agencies to study the impacts of any major Federal action which may significantly affect the quality of the environment, and the California Environmental Quality Act (CEQA), which requires certain environmental documentation when a significant environmental impact may result from a project.

Other legislative requirements include the Airport and Airway Development Act of 1970, which requires airport planners to investigate the potential for adverse social, economic, and environmental effects related to airport projects involving the Federal government.

Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470) and Executive Order 11593 also require a cultural resources investigation to identify any sites on or potentially eligible for listing on the National Register of Historic Places.

This document has been prepared in accordance with Department of the Air Force Regulation 19-2. This regulation implements NEPA, the President's Council on Environmental Quality (CEQ) regulations, and DOD Directive 6050.1, 30 July 1979. AF Regulation 19-2 contains policies, responsibilities and procedures for Air Force environmental planning within the United States and its territories. It applies to all Air Force activities and the ANG.

In the case of the proposed relocation of the 146th TAW, State and Federal laws and regulations require the documentation of environmental impacts of the proposed action. This document has been prepared to satisfy these State and Federal requirements.

ALTERNATIVES PREVIOUSLY SCREENED

The ANG initially evaluated a broad range of sites in Southern California capable of supporting C-130 activities as well as several other alternative solutions. The alternatives and conclusions reached were the following:

- o Do Nothing - The problems presently experienced by the 146th TAW at Van Nuys Airport continue to grow, and taking no action would not serve the purpose of reducing the seriousness and hazardous nature of the current situation. However, full analysis of this alternative is a requirement of NEPA and CEQA.
- o Assign Other Aircraft - Taking such action would also necessarily involve changing the mission of the 146th TAW. The assignment of other aircraft would therefore adversely affect the 146th TAW's success in meeting its clearly defined mission. This action would also not satisfactorily resolve the problems at Van Nuys Airport.
- o Deactivate - This option would have an adverse impact upon the defense posture of the United States Air Force (USAF) and is not considered to be a viable alternative.
- o Relocation - Such action would permit the 146th TAW to fulfill its mission and would resolve the problems presently encountered at Van Nuys Airport. Since this represents a very viable alternative, an Air Force study team conducted a preliminary screening of eleven candidate sites in Southern California. Based upon the criteria of mission compatibility, costs, unit integrity and recruiting, and safety, Norton AFB, AF Plant #42, and NAS Point Mugu emerged as the final candidate relocation sites.

ALTERNATIVES EVALUATED

This document represents the evaluation of the proposed relocation of the 146th TAW with respect to environmental considerations. In order to assist decisionmakers and the general public in evaluating the range of alternatives, the following options have been examined:

- o Do Nothing, i.e., remain at Van Nuys Airport
- o Relocate to Norton AFB
- o Relocate to AF Plant #42
- o Relocate to NAS Point Mugu

The evaluation of environmental impacts is based upon physical, social, economic, and airport related data and has been performed in accordance with applicable laws and regulations as previously discussed. Additional input has been provided by concerned public agencies as well as the general public through the scoping process.

SCOPING PROCESS

In conformance with the requirements of NEPA, the guidelines of the Council on Environmental Quality, and CEQA, a scoping process was initiated and carried out as part of the ANG Relocation project.

This process was designed to solicit issues and concerns from Federal, State, and local agencies, as well as interested community organizations and citizens, regarding the proposed ANG base locations at each of four (i.e., includes the No Project Option) alternative sites. The process included the filing of a Notice of Intent (NOI) in the Federal Register, sending a Notice of Preparation (NOP) to state agencies, as well as a letter inviting government agencies and community organizations to attend a series of four Public Scoping Meetings, during mid-August 1984. These meetings were also announced by paid advertisements in local newspapers in which the alternative ANG base locations were proposed (see Appendix V).

Advertisements for the Scoping Meetings appeared in the following newspapers:

- o Ventura Star Free Press (August 3 and 8, 1984)
- o Camarillo Daily News (August 3 and 8, 1984)
- o San Bernardino Sun (August 3 and 8, 1984)
- o Desert Mailer (Palmdale-Lancaster) (August 1 and 8, 1984)
- o Daily News (San Fernando Valley Edition) (August 3 and 8, 1984)

From August 13 to August 16, 1984, the Public Scoping meetings were held. Meeting locations were as follows:

- o August 13, 1984 Frontier High School, Camarillo
- o August 14, 1984 San Geronio High School, San Bernardino
- o August 15, 1984 Knights of Columbus Hall, Palmdale
- o August 16, 1984 Reseda Women's Club, Los Angeles

The format of the Scoping Meetings included a presentation by a representative of the National Guard Bureau, a description of the project by a representative of the 146th TAW, a discussion of environmental considerations by the consultant to the ANG, followed by a public comment period moderated by the representative of the National Guard Bureau. Attendance at the meetings ranged from 140 persons in Camarillo to 4 persons in Reseda. The San Bernardino and Palmdale meetings were attended by 8 and 14 persons, respectively.

A wide range of impact issues and concerns were raised by the audience at the Scoping Meetings. Table I-1 broadly summarizes these concerns. Overall, the top three major public issue categories were aircraft operations/air traffic, environmental impacts (particularly noise), and the social impacts of the relocation of ANG personnel.

TABLE 1-1. SUMMARY OF CONCERNS RAISED AT SCOPING MEETINGS
(Number of Times Mentioned)

Issues Raised	Total	Point Mugu	Norton	Palmdale	Van Nuys
1. *Physical Environmental Impact	26	14	7	5	-
2. Fleet Mix/Operations	25	20	2	3	-
3. Noise Impact	19	15	2	2	-
4. Safety Impact	9	5	1	3	-
5. Economic Impact	9	8	-	-	1
6. Social Impact	8	6	-	1	1
7. Decision-Making Process	6	3	3	-	-
8. Public Services Impact	4	4	-	-	-

* Concerns regarding physical environmental impacts cover such issues as impacts to air quality, surface transportation, and hydrology.

SUMMARY OF ENVIRONMENTAL IMPACTS

This section provides a summary of the environmental impacts identified and described in detail in Chapter V of this report. To help readers understand the relative differences between the four project alternatives in terms of their environmental consequences, an environmental matrix is provided (see Figure I-1).

The matrix displays the magnitude of both beneficial and adverse impacts associated with each alternative by means of varying sizes of solid or clear symbols. Where an impact category has elements of both beneficial and adverse impacts, a symbol which is half solid and half clear is displayed.

The simple graphic portrayal of impacts will aid in comparing the alternatives for a given impact category, but the matrix cannot be used to "sum" the columns and thereby determine a preferred alternative. To present the impacts in a comprehensible graphic form, each impact category was given a weight equal to all others.

NOISE/LAND USE COMPATIBILITY

The elimination of the C-130 operations at Van Nuys Airport effectively reduces the Airport 65 CNEL contour area from an estimated 746 acres to 717 acres. This effectively reduces the total contour area and represents a minor beneficial impact for noise/land use compatibility.

The addition of the ANG C-130 operations at Norton AFB marginally increases the 65 Ldn contour area from 11,168 acres to 11,235 acres. This action represents an insignificant negative impact for noise/land use compatibility. The insignificant increase is due primarily to the other military aircraft operating at Norton AFB that are much noisier and contribute more to the contour area.

Increasing the ANG C-130 operations at AF Plant #42 has very little impact upon the 65 Ldn contour. The marginal increase in total contour size is from 7,142 acres to 7,200 acres, clearly an insignificant increase, albeit a negative one. Again, the analysis shows that the C-130 operating at this site has little influence on contour

size due to military and commercial jets dominating total noise energy at Palmdale.

The addition of the ANG C-130 operations at NAS Point Mugu increases the total area within the 65 Ldn contour from an estimated 14,694 acres to 14,752 acres. This insignificant increase in contour size is, again, due to the fact that much noisier aircraft are already operating at NAS Point Mugu, including F/A-18 and F-4 aircraft.

LAND USE/SOCIOECONOMICS

There is no change in land use or socioeconomic impacts if the ANG remains at Van Nuys Airport. However, this does forfeit the potential reduction in the noise contour size and slight improvement in noise/land use compatibility.

The Norton AFB and AF Plant # 42 relocation sites are consistent with the plans of local jurisdictions. There may be some conflict with nearby residents at Norton AFB due to engine runup noise and test cell noise. At AF Plant #42, the only substantial adverse impact to land use is based upon the need to acquire private property.

The NAS Point Mugu site is inconsistent with the Ventura County General Plan since the site is designated for agriculture and open space. There would also be the need to acquire private property, relocate the existing agricultural operations as well as the displacement of 44 agricultural jobs at the site.

SURFACE TRANSPORTATION

The relocation of the Van Nuys ANG Base does have traffic-related environmental consequences. The redevelopment of this existing ANG facility to an office park will add considerably more traffic to the existing surface transportation network. Any subsequent redevelopment will be the subject of environmental analysis by the City of Los Angeles Department of Airports.

At Norton AFB, the major traffic-related impacts are not related to intersection or roadway levels of service. Rather, the impacts are due to localized short-term congestion at and around the entrance to the proposed site location.

At AF Plant #42, Avenue M will deteriorate from a Level of Service (LOS) of C (stable traffic flow) to an LOS of E (congested conditions) west of the ANG Base during the weekdays for AM and PM peak hour periods. During the weekend, Avenue M deteriorates from an LOS of C (stable traffic flow) to F (congested conditions) just west of the proposed site location, A (free traffic flow) to F (congested conditions) west of the Sierra Highway and A to E east of the Antelope Valley Freeway.

If the ANG relocation site is implemented at NAS Point Mugu, the LOS values will deteriorate at Hueneme Road and Las Posas Road during the peak hour periods on the one weekend per month only that the ANG is in full operation. Hueneme Road, east of Pacific Coast Highway is forecast to deteriorate from an LOS A to D, and east of Wood Road, from A to F. Las Posas Road, north of Hueneme Road deteriorates from A to F, and south of the Ventura Freeway, from A to C. Because this would occur so infrequently, the impacts are not considered to be significantly adverse.

SAFETY

The continued use of Van Nuys Airport as the ANG Base has serious conflicts with the very congested airspace in this vicinity.

Norton AFB also has considerable existing airspace constraints due to heavy air traffic within the Ontario Approach Control Area. In addition, there are several general aviation airports in close proximity to Norton AFB. The FAA's legitimate concern towards implementing plans for additional air traffic activity in this already congested area make Norton AFB an unattractive site based upon safety concerns.

The AF Plant #42 site has no conflicts with the airspace environs and is considered a good site for ANG operations and mission compatibility.

The NAS Point Mugu site has very few airspace conflicts. The airfield is surrounded by open space, ocean waters and agricultural-related uses which are compatible with ANG operations.

AIR QUALITY

The same level of air pollutant emissions due to flight and ground support activities will occur at the actual relocation site as are now being released in the vicinity of Van Nuys Airport. The only major difference in emissions after relocation would be due to employee commuting emissions that would be increased until ANG personnel move closer to the new site. The proposed project creates no inconsistency with regional air quality planning for the areas of Norton AFB and AF Plant #42. Relocation to NAS Point Mugu would generate "new" emissions not included in Ventura County's AQMP. Mitigation measures, however, could create a zero net impact for carbon monoxide, oxides of nitrogen, and total suspended particulates. The residual net emissions impact for hydrocarbons and sulfur dioxide is offset by the fact that the pollutants are overpredicted in the AQMP.

FLOOD CONTROL

Van Nuys Airport and the three proposed relocation sites are not presented with significant unavoidable flood hazards. While the development of a new ANG base will not significantly impact local flood control facilities or water quality, appropriate mitigation measures should be taken to reduce erosion and sedimentation during construction activities.

GROUNDWATER RESOURCES

The proposed project will not significantly impact the quantity or quality of groundwater at Van Nuys Airport nor at any of the proposed relocation sites. More specifically, the present overdraft condition in the Palmdale area will not be seriously impacted and groundwater use at the Point Mugu site will be reduced considerably due to the current agricultural production at the site.

GEOTECHNICAL ASPECTS

Due to the geographic setting of the existing site and the alternative relocation sites, geologic/seismic hazards are an issue and could have adverse impacts in the event of a major earthquake. However, with the application of appropriate seismic design standards the potential risk can be mitigated to an acceptable level.

BIOLOGICAL RESOURCES

There are no significant impacts to biological resources if the ANG remains at the Van Nuys facility. There are also no significant impacts to biological resources if the ANG relocates to Norton AFB.

However, the relocation site at AF Plant #42 does contain natural habitat, including Joshua tree woodland and a low potential for the Mojave ground squirrel to occupy the site on a seasonal basis. Consequently, the construction and operation of the ANG Base at AF Plant #42 would have adverse environmental effects, particularly due to the loss of natural desert wildlife habitat and plant communities.

Although the majority of the NAS Point Mugu site is in agricultural production there is a small degraded marshy area on the southern portion of the site. The loss of this degraded habitat does represent an adverse environmental effect which may not be avoided. However, the on-site impacts can be mitigated and/or compensated by implementing a plan for off-site enhancement of wetlands. The ANG and the U.S. Fish and Wildlife Service are currently negotiating to resolve any conflicts with wetland displacement.

WATER SUPPLY

Water supply is not expected to be a significant constraint at Van Nuys Airport nor at any of the proposed relocation sites. As previously noted, the use of groundwater in the Palmdale area will not significantly affect the present overdraft condition. If the ANG decides to rely upon water from the City of Oxnard after a move to Point Mugu, then extensive construction work will be necessary since the City does not have any facilities in the vicinity of the site.

WASTEWATER

The increase in wastewater generation at the Van Nuys site would be significant if the site is redeveloped subsequent to the ANG relocation. However, this increase has been included in the projected growth for the San Fernando Valley area. Anticipated wastewater generation at Norton AFB, AF Plant #42 and NAS Point Mugu will not create a significant burden on existing wastewater treatment facilities. If the ANG relocates to NAS Point Mugu, the average wasteflow generated by the ANG could be handled by the Oxnard Wastewater Plant without any expected problems. There would, however, be an insignificant addition to peak flows which would contribute toward the need for plant expansion.

CULTURAL RESOURCES

There are no known archaeological or historical resources present at any of the sites. Therefore, there are no significant adverse impacts projected from the construction of ANG facilities on cultural resources.

AGRICULTURE

Point Mugu is the only site under consideration in which prime productive soils and agricultural activity are subject to adverse impacts. The conversion of the Point Mugu site to airfield use would displace 239 acres of land with prime agricultural soils. The loss of 210 acres of productive farmland represents 0.2 percent of the irrigated farmland within Ventura County. Within the clear zone inside the boundaries of the proposed relocation site, approximately 35 acres of the land could be retained in production. When combined with an agreement with the Navy to bring additional acreage back into production within the clear zone inside NAS Point Mugu, a full offset of the impact upon agricultural productivity could be achieved.

AESTHETICS

There is a change projected in the visual character of the existing Van Nuys Airport site if redevelopment occurs. The older structures of the ANG would be

replaced with modern office, commercial or airport-related facilities. Obviously, if the ANG remains at Van Nuys there would be no impacts to the existing visual character of the site.

The aesthetic change at Norton AFB would comprise the difference between a vacant, disturbed piece of property and new visual elements consisting of taxiways, hangars, office structures, and C-130 aircraft.

Relocation of the ANG to AF Plant #42, the conversion to an ANG base would alter the existing undeveloped site which includes native creosote desert scrub and Joshua tree woodland plant communities. Additional hangars and administrative buildings would incrementally change the viewshed which currently includes AF Plant #42 facilities of a similar character.

Relocation of the ANG to the Point Mugu site would convert visual elements characteristic of agriculture to airfield use. The site will be converted from row crops to administrative offices, maintenance facilities, and a parking apron for C-130 aircraft.

CONSTRUCTION IMPACTS

The No Project Option would require implementation of a major base improvement plan and would therefore result in construction-related impacts such as noise, dust emissions, and traffic disruptions.

The development of a new base for the 146th TAW would involve the construction of aircraft hangars and maintenance structures, administration and training buildings, and various storage and maintenance facilities. As with most land development projects, the construction of the new ANG base will involve noise and emissions from machinery and equipment, dust emissions from grading activities, and disruptions to normal traffic patterns due to truck traffic, etc. The residential areas in proximity to each site are the nearest sensitive receptors. These include residential areas north of Norton AFB and the mobile home park adjacent to the NAS Point Mugu site. These environmental impacts are not projected to be significant and for the most part are avoidable through the implementation of mitigation measures.

HAZARDOUS MATERIALS

With the proper procedures for storage and handling of hazardous materials, as discussed in Chapter V, any potential for adverse effects projected at the existing site or the relocation sites is mitigated to an acceptable level. However, it is important that the measures outlined are followed and that the appropriate disposal site is utilized for hazardous materials disposal.

UTILITIES AND SERVICES

The generation of solid waste by the ANG is estimated at 3.1 tons per day. The conversion from the existing Van Nuys site to the business development would generate an estimated 5.2 tons per day due to daily activities. Although this is an increase there is ample capacity at the nearby landfill. The production of 3.1 tons per day of solid waste is not anticipated to create a shortfall in capacity versus demand at the facilities which serve any of the relocation sites.

The expected 1,500,000 kWh of electrical consumption and 56,000 thermal units of natural gas by the ANG does not create a significant adverse impact on the local supplies for Norton AFB, AF Plant #42 or NAS Point Mugu. A substantial increase in energy consumption at the office park is anticipated after construction of the redevelopment project. However, the Los Angeles Department of Water and Power (DWP) has indicated that the proposed development is within parameters of projected growth.

		ALTERNATIVES			
IMPACT CATEGORY		Van Nuys ¹	Norton AFB	AF Plant #42	NAS Point Mugu
NOISE/LAND USE COMPATIBILITY	Increase in 65 Ldn or CNEL Contour Area	○	●	●	●
LAND USE	Consistency with Plans and Policies				●
SOCIOECONOMICS	Acquisition/Relocation		●	●	●
	Recruitment Potential	□	○	○	○
	Displaced Jobs				●
SURFACE TRANSPORTATION	Traffic Generation	●	●	●	●
	Roadway Capacity	●	●	●	●
SAFETY/SECURITY	Airspace Compatibility	■	●	□	○
	Security	●	□	○	□
AIR QUALITY	Increase in Air Emissions		●	●	●
	AQMP Compliance				●
FLOOD CONTROL	Risk from Flooding				
	Change in Stormwater Flow		●	●	●
GROUNDWATER RESOURCES	Aquifer Recharge			●	○
REGIONAL SEISMICITY	Seismic Safety	●	●	●	●
BIOLOGICAL RESOURCES	Displacement of Flora/Fauna			●	●
	Rare or Endangered Species			●	
WATER/WASTEWATER	Water Supply	●		●	●
	Wastewater Generation	●			●
CULTURAL RESOURCES	History/Archaeology				
AGRICULTURAL PRODUCTION	Existing Productivity				●
	Prime Soils				●
AESTHETICS	Change in Visual Character	○	○	○	○
CONSTRUCTION	Localized Impacts	●	●	●	●
HAZARDOUS MATERIALS	Adequate Handling Procedures	●	●	●	●
UTILITIES	Solid Waste	●	●	●	●
	Energy Consumption	●	●	●	●

◐	MIXED IMPACT
□	BENEFICIAL
○	
○	
○	
○	NO IMPACT
●	NEGATIVE
●	
●	
■	

¹ Assumes redevelopment of existing base.

FIGURE I-1. ENVIRONMENTAL IMPACT MATRIX

II.

SCOPING PROCESS

In conformance with the requirements of NEPA, the guidelines of the Council on Environmental Quality, and CEQA, a scoping process was initiated and carried out as part of the ANG Relocation project.

This process was designed to solicit issues and concerns from Federal, State, and local agencies, as well as interested community organizations and citizens, regarding the proposed ANG base locations at each of four (i.e., includes the No Project Option) alternative sites. The process included the filing of a Notice of Intent (NOI) in the Federal Register, sending a Notice of Preparation (NOP) to state agencies, as well as a letter inviting government agencies and community organizations to attend a series of four Public Scoping Meetings, during mid-August 1984. These meetings were also announced by paid advertisements in local newspapers in which the alternative ANG base locations were proposed (see Appendix V).

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A wide range of impact issues and concerns were raised by the audiences at the Scoping Meetings. Table II-1 broadly summarizes these concerns. Overall, the top three major public issue categories were aircraft operations/air traffic, environmental impacts (particularly noise), and the social impacts of the relocation of ANG personnel.

The following questions are typical of those raised during the Scoping Meetings. The responses summarize the findings which are included in the full environmental document.

Q: How will the proposed project affect the existing noise environment?

A: Relocation of the Air National Guard would result in a minor beneficial impact upon the area around Van Nuys Airport.

The vicinity of any of the sites chosen for a new ANG base will experience an insignificant increase in noise due to flights made by the relatively quiet C-130 aircraft of the 146th TAW. The three proposed relocation sites are currently dominated by more noisy jet aircraft and ANG operations would create a very marginal increase in the area impacted by noise. At each site, the increased noise level at the existing 65 L_{dn} noise contour would be less than 1dB(A).

TABLE II-1. SUMMARY OF CONCERNS RAISED AT SCOPING MEETINGS
(Number of Times Mentioned)

Issues Raised	Total	Point Mugu	Norton	Palmdale	Van Nuys
1. *Physical Environmental Impact	26	14	7	5	-
2. Fleet Mix/ Operations	25	20	2	3	-
3. Noise Impact	19	15	2	2	-
4. Safety Impact	9	5	1	3	-
5. Economic Impact	9	8	-	-	1
6. Social Impact	8	6	-	1	1
7. Decision-Making Process	6	3	3	-	-
8. Public Services Impact	4	4	-	-	-

* Concerns regarding physical environmental impacts cover such issues as impacts to air quality, surface transportation, and hydrology.

Q: How would the expected noise levels compare with those that would exist if other aircraft were used?

A: In general, turbo prop aircraft such as the C-130 produce less noise than jet aircraft and are perceived by listeners as being less noisy. If the 146th TAW were to use larger turbo prop aircraft or jet aircraft, then noise levels would actually be greater. The C-130 is, therefore, about as quiet as aircraft that the 146th TAW can use in fulfilling its mission requirements.

Q: What will be the pattern of ANG operations?

A: As an absolute "worst case" situation, the 146th TAW would conduct a maximum of 74 daily operations. These activities would involve 12 initial takeoffs, 12 full-stop landings, and 50 touch-and-go or low approach operations. It should be noted that not all of the 74 daily operations would be conducted at the Base location. Of the 50 touch-and-go and low approach operations, an average of 28.75 would be conducted at AF Plant #42, 6.9 at NAS Point Mugu, 0.55 at Norton AFB, and 13.8 at other airfields.

Normal ANG operations will be less than the "worst case" scenario described above. During the one weekend per month that the 146th TAW's reserve personnel are activated, flight operations would be conducted between 8:00 a.m. and 10:00 p.m. Weekday operations would occur between late afternoon hours and 10:00 p.m.

Q: What are the possibilities of an increase in the number of 146th TAW aircraft and/or a change in the type of aircraft used by the 146th TAW?

A: There are no replacement aircraft programmed for the 146th TAW. Economic considerations and the availability of aircraft are likely to require the 146th TAW to utilize C-130 aircraft during the foreseeable future. The most likely change would be the replacement of C-130E models with C-130H models. The C-130H is simply an upgraded version of the C-130E.

If at some future point in time, the Department of Defense decided to change the aircraft type used by the 146th to a model which produced significantly higher noise emissions, a new environmental analysis would be required.

Q: How compatible are the 146th TAW operations and the local airspace environment?

A: The heavy air traffic in the vicinity of Van Nuys Airport is a prime reason for the proposed ANG relocation. The airspace environment around Norton AFB is heavily used by traffic from Ontario Airport and several general aviation airports in the nearby vicinity. There are no significant airspace constraints related to AF Plant #42 and NAS Point Mugu.

Q: Will there be any low level training, missed approach, or other local area training requirements that would be conducted over residential areas?

A: Residential areas in the vicinity of Van Nuys Airport are not and will not be exposed to low level training activities since none are conducted at this airport. While there are residential areas near Norton AFB that would be under low level training flights, less than one percent of the 146th TAW training activities will occur at Norton AFB. Associated hazards would therefore be very minimal. Most of the ANG's training activities will occur at AF Plant #42 and to a lesser extent NAS Point Mugu in which the established flight tracks for low level activities are not over residential areas.

Q: Is there a need to update air traffic control for the airports in the vicinity of the relocation site?

A: The relocation of the 146th TAW will definitely create a need to review and/or update air traffic control in the area of the new base. This would be particularly necessary in the areas of NAS Point Mugu and Norton AFB. Air traffic in the vicinity of AF Plant #42 is not as congested as the other proposed relocation sites and air traffic control would not be as critical a concern.

Q: What will be the impacts upon the local automobile traffic situation?

A: The area around Van Nuys Airport would be subjected to a substantial increase in traffic assuming that the present ANG base is redeveloped into a commercial/office complex.

At the relocation site, daily trips by the approximately 300 weekday staff would not create significant congestion. There would, however, be morning and evening peak hour congestion on the surface transportation networks in the vicinity of both AF Plant #42 and NAS Point Mugu during the one weekend per month when the 146th TAW is in full operation.

Q: What will happen to local air quality after the 146th TAW relocates?

A: The relative impact at each site would vary as a function of the existing fleet mix. Emissions from the 146th TAW's C-130 aircraft would not create any significant additions to aircraft emissions at any of the three candidate sites. Automobile traffic in the vicinity of the ANG base will not generate a sufficient volume of air pollutants to significantly degrade local air quality. In general, any ANG emissions can be mitigated well enough to generate a zero net impact situation.

Q: Are local utilities adequate to handle the 146th TAW?

A: There are no significant problems anticipated in providing water, electricity, and natural gas to the 146th TAW at any of the proposed relocation sites. The wastewater and solid waste generated by the new ANG base will not present a significant burden and it can be handled without major difficulty. No problems are associated with the availability of communication services at any relocation site.

Q: Will the public be exposed to hazards due to the transport of hazardous cargo or due to the storage of explosives at the ANG base?

A: The ANG will continue to meet state and federal requirements in the handling of hazardous wastes generated at the base. Hazards to the general public are expected to be minimal with regard to the shipping of the ANG's small quantities of hazardous material and contaminated water to recycling and disposal facilities. Furthermore, an emergency spill plan exists at the base in order to prevent adverse environmental and human health consequences.

The 146th does not store weapons or explosives and therefore no hazards would be associated with the presence of explosives at the base.

Q: How will property values be affected by the relocation of the 146th TAW?

A: The property value of the present ANG site at Van Nuys Airport would likely increase due to the positive influence of the potential for redevelopment. The increased commercial and industrial activities at Van Nuys airport may have a retarding influence on the value of adjacent residential properties.

The property values adjacent to the base relocation site are not expected to be directly affected by the proposed project. Ongoing airport operations have influenced property values near each relocation site for many years and existing compatible land use designations will minimize the impact of the ANG relocation. Since no significant noise increase is anticipated, property values will not be affected by changes in the noise environment.

Q: What will the impacts be upon local schools?

A: With regard to schools located within the 65 CNEL contour, one school near Van Nuys Airport would experience a minor reduction in the number of noise disturbances each day. Three schools near Norton AFB and two schools near AF Plant #42 would experience a slight increase in the number of daily noise disturbances. No schools are located within the 65 CNEL contour of NAS

Point Mugu and none would be subjected to a significant noise increase as a result of ANG relocation.

The relocation of the 146th TAW would not require that significant additional school capacity be provided in any single community since any long term associated population increase due to immigration is likely to be dispersed throughout several communities.

Q: What would be the impact of relocation on local housing supply?

A: Adverse impacts upon housing as a result of the proposed project are not expected to be significant. The relocation of ANG personnel would create a demand for 180 to 254 housing units in the general vicinity of the ANG base, depending upon the relocation site. This demand for housing will not, however, be concentrated in any one community. Housing should be readily available in the San Bernardino and Palmdale areas. Although the housing market in the Point Mugu area may be fairly tight, 146th TAW personnel should be able to find housing within two to three weeks.

Q: What are the benefits of the relocation?

A: The relocation of the 146th TAW would create economic benefits that would accrue to and be dispersed among communities in the vicinity of the new base. Over the short term, the construction of the base could generate 450 to 500 direct construction jobs and 225 to 250 indirect jobs. Once the 146th TAW establishes its presence at the new base, the total base population may spend as much as \$221,000 each month in the nearby communities. Most of these expenditures would be for groceries, meals, automobile expenses, and clothing. In addition to the base payroll-related expenditures, the ANG personnel who relocate would bring the effects of total household income and expenditure to the surrounding communities. This total added household income would range between \$6,000,000 and \$8,000,000 depending upon the site chosen for relocation. This additional household income could, in turn, generate some 300-500 secondary jobs over the long-term.

The ANG also provides several community service functions. In addition to aerial fire fighting and disaster relief activities, the ANG's community involvement includes scout troops, job training, conservation, and the sponsorship of a tri-annual Air Fair.

Q: Would any important biological or agricultural resources be adversely affected by the relocation?

A: There are no important biological or agricultural resources at Van Nuys Airport or Norton AFB which would be adversely affected by the proposed project. Construction of a new ANG base at AF Plant #42 would displace Joshua tree woodland. There is a small possibility that the Mojave ground squirrel could be affected since it may occupy the site on a seasonal basis. No agricultural resources are present at the AF Plant #42 site which would be adversely affected.

Relocation of the 146th TAW to NAS Point Mugu would result in the loss of a small degraded marsh habitat on the southern portion of the site. The implementation of a plan for on-site or off-site enhancement of wetlands could mitigate this impact. The proposed project would also displace 239 acres of land with prime agricultural soils of which 210 acres are currently in production. The loss of 210 acres of farmland represents 0.2 percent of the irrigated farmland within Ventura County. Approximately 35 acres of the proposed site are located within NAS Point Mugu's Clear Zone and could be brought into agricultural production to partially mitigate the loss of agricultural land. In addition, the ANG will seek an agreement to bring additional acreage within the Navy base clear zone into production.

Q: Will Mugu Lagoon be impacted?

The only potential impact at Mugu Lagoon would be from a hazardous substance or fuel spill that occurs with runoff into Calleguas Creek. The ANG does have a fuel spill plan that has provisions for the storage of chemical pollutants and procedures for their cleanup if an accidental spill

occurs. The effective use of a fuel spill plan is important since the receptor point of ANG drainage is the valuable estuarine resources in Mugu Lagoon.

Q: Will the new ANG Base be used as the base for continued fire suppression missions?

As long as fire suppression activity remains part of the 146th TAW's mission, the new ANG base can be expected to be used as the base for such activities.

Q: What are the hazards related to potential flooding at the alternative sites?

A: None of the proposed relocation sites are located within the 100-year base floodplain and are therefore unlikely to be subjected to flooding. Since Norton AFB is already developed, runoff resulting from the proposed project will exhibit the characteristics of the existing runoff in the area. The increased runoff due to development at AF Plant #42 or NAS Point Mugu is not expected to have any major impacts upon existing drainage systems.

Q: What are the on-base construction and facility requirements?

A: The new ANG base would require the construction of an aircraft parking apron, taxiways, aircraft hangars and maintenance structures, administration and training buildings, various storage and maintenance facilities, and access roads. Relocation to Norton AFB would, of course, require less construction since some existing facilities may be used by the 146th TAW.

Q: What are the cost comparisons of the relocation at each site?

A: While land and some facilities are available at Norton AFB, the ANG would be required to build administrative and maintenance facilities. The initial construction costs are estimated to be \$38,000,000 and an additional \$7,000,000 could be required at a later date for parking ramp improvements. In addition, the total relocation of 146th TAW personnel will involve more costs in comparison to the other two alternative sites.

Relocation to AF Plant #42 or NAS Point Mugu will require the acquisition of privately owned land and the construction of entirely new facilities. The estimated cost for these new facilities (excluding land acquisition) would be \$54,000,000. Personnel relocation costs will be less than those associated with Norton AFB due to the relative proximity of AF Plant #42 and NAS Point Mugu to Van Nuys Airport.

Q: What will the visual impacts be?

A: There is a change projected in the visual character of the existing Van Nuys Airport site if redevelopment occurs. The older structures of the ANG would be replaced with modern office, commercial, or airport-related facilities. The aesthetic change at Norton AFB would include the difference between a largely vacant, disturbed piece of property to visual elements consisting of taxiways, hangars, and C-130 aircraft. The conversion to an ANG base at Palmdale AF Plant #42 would alter the existing viewshed which includes a creosote desert scrub and Joshua tree woodland community. ANG structures would be added which would be similar in function yet smaller in scale than the existing AF Plant #42 buildings which appear on the horizon. Relocation of the ANG to NAS Point Mugu would convert visual elements characteristic of agriculture to airfield use. The site would be changed from row crops to offices, hangars, taxiways, and the C-130 aircraft.

Q: Who will make the final decision on the proposed project and how and when will the decision be reached?

A: The final decision on the proposed relocation will be made by the U.S. Department of Air Force. After the environmental document has been reviewed by the public, and public hearings are conducted, a final environmental document will be prepared. This final document will address the comments received during the public review of the draft document.

The public will then be notified that a final document has been filed with the Environmental Protection Agency and no decisions will be reached until at least 30 days have elapsed from the date such notification is published.

The record of decision will be announced to the affected public and it will explain the conclusion reached, the reasons for the decision, and the alternatives considered. It shall also discuss the mitigation measures to be implemented and the monitoring and enforcement program designed to ensure implementation.

PRELIMINARY